



TAMIL NADU GOVERNMENT GAZETTE EXTRAORDINARY

PUBLISHED BY AUTHORITY

No. 195]

CHENNAI, MONDAY, APRIL 28, 2025
Chithirai 15, Visuvaavas, Thiruvalluvar Aandu-2056

Part II—Section 1

Notifications or Orders of specific character or of particular interest to the public issued by Secretariat Departments.

NOTIFICATIONS BY GOVERNMENT

HOME DEPARTMENT

(Transport-I)

APPROVED ISSUANCE OF NOTIFICATION ON NEW COMPREHENSIVE SCHEME, 2024.

[G.O. Ms. No. 198, Home (Transport-I), 28th April 2025, சித்திரை 15, விசுவாசு, திருவள்ளூர் ஆண்டு-2056.]

No. II(1)/HO/7(j-1)/2025.

WHEREAS the State Government, to formulate a Comprehensive single scheme in relation to the area comprising the entire State of Tamil Nadu, published the draft New Comprehensive Mini bus scheme in Home Department Notification No.II(1)/HO/10(t)/2024 in Part II—Section 1 of the *Tamil Nadu Government Gazette* Extraordinary, dated the 14th June 2024;

AND WHEREAS, the objections/suggestions were received from the stakeholders, interested individuals, representatives of various associations and through personal hearing conducted on 22.07.2024 on the said draft New Comprehensive Mini Bus Scheme, 2024;

All the relevant objections/ suggestions received were duly considered by the Government in detail and remarks thereto were recorded.

Now, therefore, the commonly raised objections/suggestions received and the remarks of the Government recorded thereon are hereby published as follows:-

Sl. No.	Suggestions/ objections received from the stakeholders / individuals	Remarks of Government
1.	The Government have formulated the New Comprehensive Mini Bus Scheme, 2024 under section 99 of Motor vehicles Act, 1988 which is incorrect, but it should be done under the provisions of section 102 of Principal Act.	The provisions of sections 99 and 100 of the Motor vehicles Act, 1988 (Central Act 59 of 1988), empower the State Government to formulate a proposal regarding a scheme, receive and consider objections and approve the said scheme.

Sl. No.	Suggestions/ objections received from the stakeholders / individuals	Remarks of Government
		<p>Section 99 of Motor Vehicles Act, 1988 empowers the State Government to formulate a scheme regarding road transport service of a State Transport Undertaking 'whether to the exclusion, complete or partial, of other person or otherwise', which in effect allows a new scheme such as the New Comprehensive Scheme.</p> <p>As such, similar schemes in other States have also been notified under section 99 of Motor Vehicles Act, 1988.</p> <p>In 1997, mini bus scheme was introduced allowing private operators to ply mini buses and subsequently, the modified 1999 scheme was approved.</p> <p>Government of Tamil Nadu has decided to bring a new scheme namely, the New Comprehensive Scheme, 2024, which allows for new operators as well as migration to the new Scheme from operators in the 1999 Scheme.</p> <p>Whereas, section 102 of Motor Vehicles Act, 1988 provides for cancellation or modification of a scheme and therefore, not relevant to this scheme.</p> <p>Accordingly, the draft New Comprehensive Mini Bus Scheme, 2024 was published under section 99 of Motor Vehicles Act, 1988. Hence, objection overruled</p>
2.	The identification and formulation of routes for mini bus operation should be made clear in the scheme in the interest of public.	Mini bus routes will be identified and notified in the District Official Gazette by the Regional Transport Authorities concerned across Tamil Nadu State.
3.	The operation of mini buses in the un-authorized routes caused huge revenue loss to the Tamil Nadu State Corporation buses as well as the Metropolitan Transport Corporation (Chennai) Limited.	This issue relates to enforcement and not to formulation of the scheme. Action is being taken on any mini bus running in un-authorised route.
4.	According to the provisions of clause (ca) of sub-section (3) of section 68, the State Government is empowered to formulate routes for plying stage carriages; whereas, in the New Comprehensive Scheme 2024, the Government have delegated such powers upon Regional Transport Authorities through State Transport Authority, is not having jurisdiction.	Under sub-section (1) of section 68, the State Government is empowered to constitute State Transport Authority and Regional Transport Authority to discharge powers and functions specified in sub-section (3). In exercise of powers conferred by sub-clause (ca) of sub-section (3) of the said section 68, the State Government delegated the powers to Regional Transport Authority to formulate mini bus routes and notify the same in the District Official Gazette. Accordingly, the routes will be identified and notified facilitating the public to make application for grant of mini bus permit.
5.	Allowing starting or terminal point can be a bus stop or a point outside the bus stand, will create menace to the bus stand users.	To reduce road safety hazard to travellers and reduce the menace of traffic congestion, it has been decided that the starting point / the terminal point shall be any location on the un-served habitation/ village, and one of the points can be a bus stop or a bus stand.
6.	Maximum route length of up to 25 Kms in which 17 Km in un-served sector and 8 km in served sector, will be against the interests of the State Transport Undertakings.	The scheme does not prohibit State Transport Undertakings to operate mini buses. However, in the interest of the public, the mini buses will be operated only to the un-served routes which are approved by the Regional Transport Authorities.

Sl. No.	Suggestions/ objections received from the stakeholders / individuals	Remarks of Government
7.	All mini bus permits must be issued to State Transport Undertakings because the private operators will have only the profit motive and they would not render service to the people living in rural areas. They always concentrate on plying their vehicles on the served routes, skipping the un-served routes. This could be evidenced from the previous performance of such operators.	Mini bus operation will be allowed in the routes/ areas as per the scheme, mainly where State Transport Undertakings do not provide adequate service. Route identification process will involve the State Transport Undertakings. Further, State Transport Undertakings are not excluded from this scheme.
8.	In and around Chennai city, the Government should permit Metropolitan Transport Corporation only to cover such areas. At present, the Metropolitan Transport Corporation is operating 1700 small buses performing 17000 trips. Therefore, as existed earlier, in Chennai city area, the mini bus operation should be prohibited, completely.	In Chennai city, the mini bus operation will be allowed only in the Corporation zones 1,2,3,7,11,12,14 and 15 of the Chennai Corporation which were subsequently annexed with the expanded Greater Chennai Corporation in the year 2011. Only un-served areas in the above zones will be covered under the scheme. In other zones, viz., 4,5,6,8,9,10 and 13, Mini bus permit will not be granted.
9.	Small private operators have been protected under the Tamil Nadu Act 41 of 1992, subsequently under various schemes approved by the Government of Tamil Nadu starting from 1960 to 1990; and further, they came to be saved under Area Schemes 1995 and Modified Schemes 1997 and 1999, respectively.	The private operators have been protected under the scheme by exclusion of other persons or entities, vide Serial No. 4 of the draft schedule. The new minibus scheme will largely operated in new routes where the unserved portion would be not less than 65% of the total route and the rest of the route would be shared/ served.
10.	The Government have published the New Comprehensive Mini Bus Scheme, 2024 under section 99(1) of Motor Vehicles Act 1988, to grant mini bus permits for a maximum route length of up to 25 Km in which 70% on the un-served route and 30% on the served route.	In the draft notification, ratio of 70:30 for un-served and served routes is provided for. However, based on representations from the public, this has been modified to cover at least 65% of un-served route, so as to benefit more number of people which need last mile connectivity.
11.	The Approved Modified Schemes approved and published as district wise schemes are to be modified and formulated as a comprehensive single scheme for the entire State of Tamil Nadu, so that the Mini bus routes can be formulated by the Regional Transport Authorities concerned under the powers conferred under clause (ca) of sub-section (3) of Section 68 of the Motor Vehicles Act, 1988 (Central Act, 59 of 1988) and delegated to the Regional Transport Authorities by the State Transport Authority under Sub-section (5) of section 68 of the said Act, without any restrictions regarding rural / urban areas and as per the guidelines issued by the Government, from time to time, so as to provide direct bus facilities, to the people of villages/hamlets / habitations that have a population of 100 or more families, so as to reach the nearest Bus stand of nearest town / city where adequate bus services are provided to various places, which is totally illegal and without jurisdiction and colourable exercise of power. Therefore, it is requested to reject and drop all further proceedings pursuant to this proposal dated 13.06.2024 and Published in the <i>Tamil Nadu Government Gazette</i> Extraordinary dated 14.06.2024 and thus render justice.	Under sections 68(3) and (5) State Transport Authority and Regional Transport Authorities are bound to give effect to any direction issued by the Government. Under this scheme, Government of Tamil Nadu delegates its power to implement the scheme to the Regional Transport Authorities as per the provisions of the scheme. As such, the formulation of mini bus routes by Regional Transport Authorities is in exercise of powers conferred by clause (ca) of sub-section (3) of section 68 of the Act. The routes so notified will be as per the objectives and provisions of the scheme, which is to provide direct bus facilities to the people of villages / hamlets / habitation that have a population of 100 or more families to reach the nearest bus stand of nearest town/ city where adequate bus services are provided to various places. The scheme, therefore, would be implemented as per duly considered provisions under due process of law. The objectives of the scheme are well articulated and it will be beneficial to the travelling public in Tamil Nadu. The objections are therefore not tenable.

Sl. No.	Suggestions/ objections received from the stakeholders / individuals	Remarks of Government
12.	<p>The sine qua non for invoking this sub-section is that the proposal must be for the benefit of the State Transport Undertakings and such scheme must contain the nature of services proposed to be rendered by the Transport Corporation, it also specify area or route proposed to be covered. In the present proposal dated 14.06.2024 it is totally lacking. A bare perusal of clause 4 and 5 would go to show that sub clause 1 to 3 is in tune with the 1995 scheme which is in tune with Sec.99(1) of the Act. But however under 1997 and 1999 area approved schemes were formulated and approved by the only for the purpose of granting mini bus permit to the private sector which is against the letter and spirit of Sec.99(1) of the Act. Similarly under the present proposal dated 14.06.2024 mini bus permit sought to be granted for a maximum distance of 25 kms on the route to be formulated by the Regional Transport Authority on delegation of power by State Transport Authority which is totally alien or foreign to the Chapter VI of the Act. Therefore, prima-facie, the scheme of this nature is hit by Sec. 99(1), 100, 103 and 104 of the Motor Vehicles Act, 1988.</p>	<p>The main objective of the nationalization and setting up of State Transport Undertakings is ultimately for the benefit of the people.</p> <p>The New Comprehensive Scheme has been formulated for the purpose of providing an efficient, adequate, economic and properly coordinated road transport service to the people of villages / hamlets / habitation that have a population of 100 or more families, and to ensure that no route is left unconnected so as to reach the nearest bus stand or nearest town / city where adequate bus services are provided to various destinations.</p> <p>According to sub-rule (1) of rule 280 in chapter VI of the Tamil Nadu Motor Vehicles Rules, 1989, every proposal for a scheme of road transport service shall be formulated by the State Government and published in the <i>Tamil Nadu Government Gazette</i>.</p> <p>The proposal shall be published in Form I or Form II according to the class of service proposed to be run.</p> <p>Section 99 of the Motor Vehicles Act, 1988 empowers the State Government to formulate a scheme regarding road transport service of a State Transport Undertaking 'whether to the exclusion, complete or partial, of other person or otherwise', which in effect allows a new scheme such as the New Comprehensive Scheme.</p> <p>As such, similar schemes in other states have also been notified under section 99 of Motor Vehicles Act, 1988.</p> <p>During the period 1997, mini bus scheme was introduced allowing private operators to ply mini buses and subsequently, the modified 1999 scheme was approved.</p> <p>In the current case, Government of Tamil Nadu has decided to bring a new scheme namely, the New Comprehensive Scheme, 2024, which allows for new operators as well as migration of old operators.</p>
13.	The mini buses must be operated by Government itself.	<p>The Scheme does not prohibit State Transport Undertakings to operate mini buses. However experience shows that it is not feasible for State Transport Undertakings to cover all required routes and private plyers have to be allowed in public interest.</p>
14.	<p>The un-served routes to be identified for the operation of mini buses should be notified by the Government before the draft notification is approved. It must be ensured that the mini bus routes are identified in the un-served rural areas for providing transportation facility to the people of villages / hamlets / habitation so as to reach the nearest bus stand of nearest town / city where adequate bus services are provided to various places.</p>	<p>The un-served routes will be identified and duly notified in the District Official Gazette by the Regional Transport Authorities concerned across the State as per the provisions of the scheme. It is not tenable to identify new routes without first notifying the rules or criteria for identifying such routes. During implementation, routes will be identified in consultation with stakeholders such as State Transport Undertakings, local bodies, etc. Bus stand can be a terminal point under this scheme.</p>
15.	Monitoring of Global Positioning System may be strictly enforced to avoid unauthorized plying of mini buses against the permitted route.	As mandated by the Government of India, Vehicle Location Tracking Device will be installed in the mini buses.

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16.	While granting mini bus permits under new scheme, an additional 1 Km should only be allowed to the places viz., market places, Hospitals, Schools, Colleges etc., as notified therein.	An additional 1km can be allowed, where need arises if the adjoining area happens to be Government Hospital, Higher Secondary School, College, Railway station etc., as ascertained by the Regional Transport Authority concerned.
17.	The New mini bus scheme, it will provide transportation service to the rural public.	The purpose of mini bus scheme is to improve the accessibility of Bus services in urban and rural area and to ensure last mile connectivity including un-served villages. This will help the rural people to travel from village to urban areas and return.
18.	This scheme also helps poor people, women and senior Citizen have economic mode of conveyance at affordable cost.	The Fare of Mini Buses are lower than that of the other mode of Transport. Thus the scheme would be helpful to poor, women and senior citizen.
19.	Considering the grievances of the mini bus operators since they are operating for more than 20 years, the Government should finalize the approval of the new scheme.	The Government consider to approve the draft New comprehensive scheme, 2024.
20.	Preference should be given to the existing operators to switchover to New Scheme and make applications for grant of mini bus permits.	A clear provision will be provided to allow for migration of willing operators of the old scheme to this new scheme.
21.	In Old Chennai area, the starting point and terminal point should be made clear facilitating the public to start their journey and reach their proper destination point where they have to get down actually. By and large, a complete journey should be ensured to the travelling public while identifying mini bus routes in rural, urban and sub-urban areas.	This scheme also clearly indicate the starting point and terminal point shall be any location on the un-served habitation or a bus stop or a bus stand. This will help travelling public.
22.	Therefore, in the New Scheme to be approved, the provisions for identification of route, definition of served and un-served routes, last mile connectivity, starting and terminal point etc., may be defined clearly to the benefit of common public.	The New Comprehensive scheme, 2024 clearly defined the route identification and survey and definition of un-served routes as well as the starting and terminal points.
23.	It is reiterated that due to the procedural flaw, the previous scheme 2011 was set-aside by the Hon'ble Madurai Bench of Madras High Court, Madurai vide order W.P.(MD).No.2893 of 2011 and M.P.(MD).No.2 of 2011 dated 18.04.2018 and directed to re-do the exercise. Therefore, requested the Government to pay adequate attention to finalize the rule provisions under which the draft notification of New Comprehensive Mini Bus Scheme 2024, can be approved without giving room for legal and administrative issues.	The new Scheme is a result of the redoing of the old proposals i.e, Comprehensive Scheme 2011. In the process, the Government has taken the conscious decision to formulate a new scheme, hence named "New Comprehensive Scheme, 2024." Therefore, the scheme has been formulated as per law in public interest.

NOTIFICATION-II

[G.O. Ms. No. 198, Home (Transport-I), 28th April 2025, சித்திரை 15, விசுவாவசு, திருவள்ளூர் ஆண்டு-2056.]

No. II(1)/HO/7(j-2)/2025.

WHEREAS, the Government of Tamil Nadu have considered that the Approved Modified Area Scheme, 1999 in relation to the Districts are to be modified and a Comprehensive Single Area Scheme has to be formulated.

AND WHEREAS, the State Government, having prepared a comprehensive single scheme in relation to the area comprising the entire State of Tamil Nadu, published the same in Part II—Section 1 of the *Tamil Nadu Government Gazette* Extraordinary, dated the 14th June 2024 and after considering the objections and representations thereto

made through petitions and in person, the State Government hereby approve the New Comprehensive Scheme under sub-section (2) of section 100 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988) as detailed in the Schedule annexed herewith.

NOW, THEREFORE, the New Comprehensive Scheme, 2024 as so approved is hereby published, as required under sub-section (3) of section 100 of the said Act.

The Home Department Notification No.II(1)/HO/4(a-1)/2025 published at pages 1–7 of Part II—Section 1 of the *Tamil Nadu Government Gazette* Extraordinary dated the 24th January, 2025 is hereby withdrawn. However notwithstanding the said withdrawal, all actions taken as per the said Notification, including notifying new routes, calling for the application for notified new routes and issuing of the proceedings by the Regional Transport Authorities, would continue to be valid proceedings, as if taken under this Notification.

This notification will come into effect from its date of Publication and the services under the New Comprehensive Scheme, 2024 to the public will be rolled out starting from 15.06.2025.

THE SCHEDULE

Serial Number	Details of the Scheme	New Comprehensive Scheme, 2024																											
1.	Area	<p>(i) The area comprising the entire State of Tamil Nadu other than the area coming under the then Chennai Corporation as on 1999 as under:</p> <table border="1"> <thead> <tr> <th>Sl.No.</th><th>Zone No.</th><th>Area</th></tr> </thead> <tbody> <tr> <td>1.</td><td>4</td><td>Tondiarpet.</td></tr> <tr> <td>2.</td><td>5</td><td>Royapuram.</td></tr> <tr> <td>3.</td><td>6</td><td>Thiru.Vi.Ka.Nagar.</td></tr> <tr> <td>4.</td><td>8</td><td>Anna Nagar.</td></tr> <tr> <td>5.</td><td>9</td><td>Teynampet.</td></tr> <tr> <td>6.</td><td>10</td><td>Kodambakkam.</td></tr> <tr> <td>7.</td><td>13</td><td>Adyar.</td></tr> <tr> <td colspan="2">Total Area</td><td>172 sq kms.</td></tr> </tbody> </table> <p>(ii) In the respect of Chennai Corporation, the Scheme will be implemented in Zone 1, 2, 3, 7, 11, 12, 14 and 15 of the then Chennai Corporation as on 1999.</p>	Sl.No.	Zone No.	Area	1.	4	Tondiarpet.	2.	5	Royapuram.	3.	6	Thiru.Vi.Ka.Nagar.	4.	8	Anna Nagar.	5.	9	Teynampet.	6.	10	Kodambakkam.	7.	13	Adyar.	Total Area		172 sq kms.
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Total Area		172 sq kms.																											
2.	Route (starting point and terminus with important intermediate stations and route length) or portion thereof with distance.	<p>Starting/ Terminal Point:</p> <p>(a) The starting point / terminal point shall be any location on the un-served habitation/village or a bus stop or a bus stand.</p> <p>(b) The Route length shall be upto 25 km.</p>																											
3.	Whether town service or mofussil service or both	Mofussil / Ordinary / Express / Jeep Stage Carriage / Passenger cum-Goods Carriage / Metropolitan City / Town / Minibus Service.																											
4.	Maximum and minimum number of vehicles proposed to be operated in the area comprising the entire State of Tamil Nadu by the State Transport undertakings to the exclusion, complete or partial or otherwise of other persons:-																												
	(a) Maximum Number	25,000																											
	(b) Minimum Number	18,723																											

Serial Number	Details of the Scheme	New Comprehensive Scheme, 2024					
		Mini buses (private): Existing permits and permits to operate Mini bus service on the routes to be formulated by the Regional Transport Authorities under the powers conferred under clause (ca) of sub-section (3) of Section 68 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988) and delegated to the Regional Transport Authorities by the State Transport Authority under sub-section (5) of Section 68 of the said Act.					
	(c) Type	Semi- saloon Single-deck					
	(d) Seating capacity	Express	Ordinary / Mofussil	Town	Mini bus	Passenger-cum-goods carriage	Metropolitan service
	Maximum	60	80	100	25	30	105
	Minimum	30	30	40	7	2	20
		<p>To the complete exclusion of persons or entities, other than</p> <ul style="list-style-type: none"> (a) the State Transport Undertakings of other States; (b) the existing permits of the small operators as already protected under the Tamil Nadu Motor Vehicles (Special Provisions) Act, 1992 (Tamil Nadu Act 41 of 1992); (c) the permits of the stage carriage operators covered by the Inter-State Agreements; (d) the existing permits of mini buses issued under the Schemes, 1997 and 1999; (e) the permits of the mini bus operators to operate on the Mini bus routes to be formulated by Regional Transport Authorities under the powers conferred under clause (ca) of sub-section (3) of Section 68 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988) and delegated to the Regional Transport Authorities by the State Transport Authority under sub-section (5) of Section 68 of the said Act. <p>Salient Features of the Scheme</p> <p>(I) Objective:</p> <p>The objective of the scheme is to improve the accessibility of bus services in urban and rural areas and to ensure last mile connectivity.</p> <p>(II) Starting/ Terminal Point:</p> <p>The starting point / the terminal point shall be any location on the un-served habitation/ village. One of the points can be a bus stop or a bus stand.</p> <p>(III) Maximum route length:</p> <p>The maximum permitted route length shall be 25 km.</p>					

Serial Number	Details of the Scheme	New Comprehensive Scheme, 2024																											
		<p>(IV) Minimum un-served route length:</p> <p>The minimum un-served route length shall not be less than 65% of the total route length.</p> <p>(V) Fixing of minimum route length:</p> <p>While issuing permit, the Regional Transport Authority shall determine and finalize the route length. The route length so fixed by the Regional Transport Authority shall be such that the un-served route shall not be less than 65% of the total route length.</p>																											
		<p>(VI) Route identification and survey:</p> <p>The Regional Transport Authority/ District Collector shall identify and survey potential routes. Each route shall be a maximum of 25 km and the unserved route shall not be less than 65% of the total route length.</p> <p>(VII) Extension to cater to institutions:</p> <p>Notwithstanding points (i) to (vi) above, if any adjoining area within the next 1 km from the terminal point happens to be a Government Hospital, Higher Secondary School, College, Railway station, Uzhavarsandhai, Agricultural regulatory market, Collectorate and Taluk Office, places of famous religious worship or a place just before a bus stand and the served route happens to exceed the maximum permitted route length, then the Regional Transport Authority, in consultation with other stake holders, namely, State Transport Undertakings, Local Bodies, Regional Transport Officer, etc., can permit the additional distance of up to 1 km in the served area so as to enable the passengers to reach the above mentioned needy places. This consideration shall not apply to other places apart from the above mentioned places.</p> <p>(VIII) Served area in terms of the geographical spread:</p> <p>The following zones falling under the then Chennai Corporation (during 1999) shall be treated as Served Areas and mini bus permits shall not be issued for these areas.</p> <table border="1"> <thead> <tr> <th>Sl. No.</th><th>Zone No.</th><th>Area</th></tr> </thead> <tbody> <tr> <td>1.</td><td>4</td><td>Tondiarpet</td></tr> <tr> <td>2.</td><td>5</td><td>Royapuram</td></tr> <tr> <td>3.</td><td>6</td><td>Thiru.Vi.Ka.Nagar</td></tr> <tr> <td>4.</td><td>8</td><td>Anna Nagar</td></tr> <tr> <td>5.</td><td>9</td><td>Teynampet</td></tr> <tr> <td>6.</td><td>10</td><td>Kodambakkam</td></tr> <tr> <td>7.</td><td>13</td><td>Adyar</td></tr> <tr> <td colspan="2">Total Area</td><td>172 sq. km.</td></tr> </tbody> </table> <p>The following areas, which were subsequently annexed with the expanded Greater Chennai Corporation in the year 2011 are to be treated as un-served areas, where the mini bus operation(s) can be considered.</p>	Sl. No.	Zone No.	Area	1.	4	Tondiarpet	2.	5	Royapuram	3.	6	Thiru.Vi.Ka.Nagar	4.	8	Anna Nagar	5.	9	Teynampet	6.	10	Kodambakkam	7.	13	Adyar	Total Area		172 sq. km.
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Total Area		240 sq. km.																														

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		<p>2. The Regional Transport Authority/ District Collector shall then notify the modified route and grant new permit to the existing operator.</p> <p>(XIII) Maximum seating capacity:</p> <p>The maximum seating capacity will be 25 excluding the Driver and Conductor, as per clause (o) of rule 3 of the Tamil Nadu Motor Vehicles Rules, 1989.</p> <p>(XIV) Wheel base of the vehicle:</p> <p>The wheel base for a mini bus shall not exceed 390 cm, as per clause (o) of rule 3 of the Tamil Nadu Motor Vehicles Rules, 1989.</p> <p>(XV) Violation of permit conditions:</p> <p>(a) The operator shall adhere to all permit conditions.</p> <p>(b) Any case of violation of permit conditions shall attract action under sub-section (i) of Section 86 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988).</p> <p>(c) To ensure compliance of the permit conditions, State Transport Authority/ Regional Transport Authority shall put in place appropriate mechanism and devices such as VLTD (Vehicle Location Tracking Device) etc.,</p>
5.	<p>Maximum and minimum number of trips proposed to be performed in the area comprising the entire State of Tamil Nadu by the State Transport Undertakings to the exclusion, complete or partial or otherwise of other persons.</p>	<p>Maximum Trips-2,00,000</p> <p>Minimum Trips-1,80,000</p> <p>To the complete exclusion of persons / entities, other than-</p> <p>(i) the State Transport Undertakings of other States;</p> <p>(ii) the existing permits of the small operators as already protected under the Tamil Nadu Motor Vehicles (Special Provisions) Act, 1992 (Tamil Nadu Act 41 of 1992);</p> <p>(iii) the permits of the stage carriage operators covered by the Inter-State Agreements;</p> <p>(iv) the existing permits of mini buses issued under the Schemes 1997 and 1999;</p> <p>(v) the permits of the mini bus operators to operate on the mini bus routes to be formulated by the Regional Transport Authority under the powers conferred under clause (ca) of sub-section (3) of Section 68 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988) and delegated to the Regional Transport Authorities by the State Transport Authority under sub-section (5) of Section 68 of the said Act.</p>
6.	<p>Number of vehicles intended to be kept in reserve to maintain the service and to operate for special occasions</p>	<p>One fifth of the total number of buses calculated on the total fleet strength operating in the area.</p>
7.	<p>The arrangements proposed for the housing, maintenance and repairs of the vehicles.</p>	<p>For State Transport Undertaking, the arrangements for the housing of the vehicles, daily maintenance and major repairs shall be made at the depots of the State Transport Undertakings.</p> <p>In case of Mini buses, arrangements for the housing of the vehicles, daily maintenance and major repairs shall be made at the workshops held by the operators or at the place where workshop agreement is made for such maintenance.</p>

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8.	The arrangements proposed for the comfort and convenience of passengers.	Stage Carriages will be provided with rubber coir, cushioned seats thereby offering comfort to the travelling public.
9.	The arrangements proposed for the stands and halts on the route at which copies of time-tables of the services are proposed to be exhibited.	Waiting sheds and shelters will be provided at all important stands, where copies of time-tables will also be exhibited by the local bodies.
10.	Whether it is proposed to permit the carriage of goods in addition to the passengers.	Newspaper parcels, Postal Mails and other permitted articles will be carried in addition to the passenger and their luggage.
11.	Any other information.	NIL

EXPLANATORY NOTE.

Since, the New Comprehensive Scheme, 2011 formulated was set aside by the Hon'ble Madurai Bench of Madras High Court, by its order dated 18.04.2018 in W.P (MD) No.2893 of 2011 and M.P (MD) No.2 of 2011 with a direction to re-do the exercise, the present notification is proposed to be made as per the provisions contained in sub-section (3) of Section 100 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988). This is a New Comprehensive Scheme, 2024 drawn for the entire State of Tamil Nadu, in the interests of public to provide an efficient, adequate, economic and properly co-ordinated road transport service to the people of villages/ hamlets/ habitations that have a population of 100 or more families, and to ensure that no route is left unconnected so as to reach the nearest bus stand or nearest town/ city where adequate bus services are provided to various destinations.

DHEERAJ KUMAR,
Additional Chief Secretary to Government.